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## **AIRPORTS Y2K PROGRAM UPDATE**


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# The Problem

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 At 12:01 A.M. on January 1, 2000, many computer systems worldwide will malfunction or produce incorrect information because of a simple date change anomaly. The Year 2000 problem, as it is called, results from the way computer systems store and manipulate dates.

 Any Airport systems that use computers for control or to perform a function may be affected.

 For more information of the problem go to the FAA's main web site at: **[www.faay2k.com](http://www.faay2k.com)**



# What the Airports Organization is Doing

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- ☐ We have formed an FAA/Industry Y2K Airfield Working Group to serve as a forum for the exchange of information. Members include: ATA, ACC, ACI-NA, AAAE, RAA, NBAA, and NASAO.
- ☐ We have contacted Approximately 5300 public use airports by letter describing the problem and urging action on the part of the owner/operator.
- ☐ We are in the process of providing additional guidance to approximately 600 Part 139 certificated airports.




# What the Airports Organization is Doing (Con't)

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 We have set up a web page to disseminate airport Y2K information and to provide a database of airfield products that are or are not Y2K compliant( under construction).

The site can be found at: [www.faa.gov/arp/arp-y2k.htm](http://www.faa.gov/arp/arp-y2k.htm)

 We are attending conferences answering questions and getting feedback from the airport community.



# What Airports Need to Do

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☐ Airport operators, air carriers, and other airport tenants need to work closely in identifying the Y2K-affected airport systems and take action targeted to clear them up prior to June 30 1999.

☐ In addition, certificated airports under 14 CFR Part 139 need to ensure that all critical airfield systems are targeted to be Y2K compliant by June 30 1999 or contingency plans are in place.


☐ Contingency plans should be developed for all systems that have not been certified Y2K compliant.



# Additional Part 139 Airport Requirements

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 It will be the airport's responsibility to ensure that all systems that support their Part 139 certificate are either Y2K compliant or have contingency plans in place for their operation.





# Additional Part 139 Airport Requirements(Con't)

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 Assurance must be in the form of one of the following:

 Manufacturer's certification that the system is Y2Kcompliant, including all components. Certification must be verifiable.

 A written description of the testing performed to determine that the system is Y2K compliant.

 Documentation for replacement hardware or software that is Y2K compliant.

 A written description of your contingency plan for the system in question.



# Role of FAA, Airports Personnel

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 Airports personnel will monitor each airport operator's progress in determining Y2K compatibility for all Part 139 systems indicated on the airfield systems list.

 They will accomplish this by:

 Site visits.

 Written correspondence.

 Telephone and/or electronic correspondence.



"The most overlooked advantage to owning a computer is that if they foul up, there's no law against whacking them around a little."

Porterfield



# How to Reach Me

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